Event

MPTS IJET
FAM 4201 – FAM 4203
T-45

Mission

FAMILIARIZATION LANDING PATTERN
1.0 HOURS/X

ORM

FAM 4201-03

- **OPERATIONAL REQUIREMENTS / LIMITATIONS**
  - **CREW REST/ CREW DAY / WORK WEEK**
  - **WARM-UP ELIGIBILITY**
  - **PREVIOUS FLIGHT COMPLETE?**
  - **IP CURRENCY**
  - **READ AND INITIAL**

- **HUMAN FACTORS**
  - **LIFE STRESSORS / EXTERNAL FACTORS/ PERSONAL PROBLEMS**
  - **MEDICAL STATUS**
    - **CREW DAY**
    - **CREW REST**
    - **NOURISHMENT**
    - **HYDRATION**

- **HAZARDS AND CONTROLS**
  - **ROUTINE**
  - **WEATHER**
    - **CURRENT OBSERVATIONS AND FORECASTS**
    - **CROSSWINDS**
    - **FUEL CONSIDERATIONS**

TTO

FAM 4201-03

- **WHO WILL CALL A TTO?**

- **WHAT SITUATIONS WILL THE TTO BE CALLED?**
  - **SAFETY**
  - **CONFUSION**
  - **MISUNDERSTANDING**

- **IP RESPONSIBILITIES**
  - **RECOGNIZE THE NEED FOR A TTO**
  - **EXPLANATION / INSTRUCTION AS NECESSARY**
  - **DOCUMENTATION ON ATF**

- **WHEN AND HOW WILL TRAINING RESUME?**

SSR/DISCUSS ITEMS

FAM 4201-03

- **SPECIAL SYLLABUS REQUIRMENTS:**
  - **NONE**

- **PREREQUISITES:**
  - **FAM 4103**

- **DISCUSS ITEMS:**

  FAM 4201 - 4203
  - **NATOPS/SOP/EP QOD**
  - **SWERVE ON TOUCHDOWN**
  - **GO-AROUND PROCEDURES**
  - **GROUND EJECTION**
  - **EJECTION ENVELOPE**

DISCUSS

FAM 4201-03

GO-AROUND

- **HISTORY: REFER TO VT-22 SIR, JUNE 2010**

- **JOINT SOP: AT ANY TIME IF THE AIRCRAFT IS NOT DECELERATING NORMALLY WITH 3000 FEET OF RUNWAY REMAINING, A GO-AROUND OR LONG FIELD ARRESTMENT DECISION MUST BE MADE**
  - **NOTE: WHILE THE FAM FTI CAUTIONS AGAINST ROLL BEYOND 4000 FT REMAINING MARKER (DURING ROLL AND GO), SNAs SHOULD UNDERSTAND THAT GO AROUND IS POSSIBLE WITH LESS RUNWAY**

- **IPs MUST ENSURE STUDENTS ARE AWARE OF T-45C SHORT-FIELD TAKEOFF PERFORMANCE. DISCUSS FOLLOWING:**
  - **LINE SPEEDS DURING LANDING ROLL**
  - **GO-AROUND ROTATION SPEED (V liftoff: 99 KIAS)**
  - **GO-AROUND AOA (19.5 UNITS)**
  - **L/Dmax (24 UNITS)**
  - **TAKEOFF ROLL (LESS THAN 2000’ AT 11,000 lbs)**

SYLLABUS NOTES

FAM 4201-03

A. ON-WING IP NOT REQUIRED FOR FAM 42 BLOCK.

B. STUDENT MUST HAVE A MINIMUM OF 60 FCLP-TYPE LANDINGS PRIOR TO FAM 4490. IF THIS REQUIREMENT IS NOT MET, WARMUP FAM 4286 SHALL BE AWARDED AS NECESSARY. **STUDENTS: KEEP TRACK OF YOUR LANDING COUNT. ADVISE YOUR IP OF YOUR TOTAL LANDINGS TO DATE**

C. FLY EVENTS FROM THE FRONT COCKPIT.

D. TWO OF THE THREE FOLLOWING MANEUVERS ARE DESIRED ON EACH FLIGHT IN FAM 42 BLOCK (WX PERMITTING): STRAIGHT-IN PA, OVERHEAD PA, OR ABEAM PA

E. THE STUDENT WILL PERFORM THE FOLLOWING MANEUVERS IAW FTI, NATOPS, AND SOP ON FAM 4201-3: SIMULATED SHORT-FIELD ARRESTMENT LANDING (WITH/WITHOUT DIRECTIONAL CONTROL) IN FULL-FLAP CONFIGURATION TO AVOID A/C OVERSTRESS.

F. STUDENT SHALL PERFORM A FULL-STOP LANDING WITH ROLL-OUT TO THE END OF THE RUNWAY ON TWO SEPARATE EVENTS WITHIN FAM41 THROUGH FAM43 BLOCKS PRIOR TO FAM4490.

ADMIN (CARD)

FAM 4201-03

- **A/C – ATC C/S – CREW**
- **BRIEF / WALK / TAKEOFF / LAND TIMES**
- **ATC CLEARANCE / DD-175**
- **FUEL PLAN/LADDER**
- **LINE / T/O / ABORT / RPM**
- **COMM PLAN**
- **NAV PLAN**

ADMIN

FAM 4201-03

- **LAUNCH**
  - **WEATHER / NOTAMS / TFR / BASH**
  - **PREFLIGHT / START / TAXI**
  - **ITO**
  - **SWAPPING OF CONTROLS**
  - **ENROUTE PROCEDURES**
  - **RADALT USAGE**

- **RTB**
  - **RECOVERY**
  - **DIVERTS**

CONDUCT

FAM 4201-03

- **TIMS RESUME REVIEW**
- **PRACTICE:**
  - **CHECKLISTS/COMM/GROUND OPS**
  - **TAKEOFF/DEPARTURE/FLIGHT ADMIN**
  - **DEPARTURE PROCEDURE**
  - **COURSE RULES**
  - **DESCENT/FIELD ENTRY**
  - **PRECAUTIONARY APPROACHES (ES)**
  - **VFR LANDING PATTERN**
  - **FIELD CARRIER LANDING**
  - **NF TOUCH-AN-GO**
  - **FF ROLL-AND-GO**
  - **NF ROLL-AND-GO**
  - **CROSSWIND LANDINGS**
  - **WAVEOFF**
  - **FULL-STOP LANDING**

DID YOU KNOW?

• WITH THE ANTI-SKID SWITCH SET TO “ON”, THE APPROACH IDLE STOP RETRACTS IMMEDIATELY WITH WEIGHT-ON-WHEELS, OR 2 SECONDS AFTER WEIGHT-ON-WHEELS WITH THE ANTI-SKID SWITCH SET TO “OFF”

•WITH TWO BLOWN MAIN TIRES, RUDDER PEDAL FORCES MAY BE AS HIGH AS 180 LBS AND MUST BE APPLIED WITHIN 0.25 SEC AFTER TOUCHDOWN TO SUCCESSFULLY COUNTER THE SWERVE.

•AVAILABLE NAV EQUIPMENT ON BATT POWER ONLY WILL BE YOUR GINA, TCN, IFF, AND UHF/VHF 1, BUT YOU WILL LOSE YOUR UHF/VHF 2, AND VOR/ILS CONTROL

CONDUCT

FAM 4201-03

- **RECOMMENDED FLOW**

FAM 4201-3:

A. GROUND OPS

1) N1A1XX CLEARANCE, DEPART FOR NJW (IF POSSIBLE; OTHERWISE, USE GREY OAK)

B. PATTERN

1) SNA PERFORMS A STRAIGHT-IN OR OVERHEAD PA

2) SNA FLIES PATTERN SEVERAL TIMES

3) SNA FLIES SIMULATED SHORT FIELD ARRESTMENT (DIRECTIONAL CONTROL IN QUESTION)

4) SNA PERFORMS ABEAM PA

5) SNA PERFORMS NF TOUCH AND GO

6) SNA PERFORMS NF ROLL AND GO

7) RTB NMM (AT 900 LBS)

8) AT NMM, COMPLETE OVERHEAD OR ANY REQUIRED PAs

9) SNA FLIES PATTERN UNTIL 400-500 LBS

BLOCK MIF

FAM 4201-03

CTS REF	MANEUVER	FAM4203
1	General Knowledge/Procedures	4+
2	Emergency Procedures	3+
3	Headwork/Situational Awareness	3+
4	Basic Airwork	3+
5	Mission Planning/Briefing/ Debriefing	3+
6	Communications	3+
7	Ground Operations	3+
8	Flight Admin	3+
10	Takeoff	3+
11	Departure Procedure	3+
8	Course Rules	3+
13	Descent/Field Entry	3+
21	Precautionary Approach(es)	3
22	VFR Landing Pattern	3+
23	Field Carrier Landing	2+
23	NF Touch-and-Go	3+
23	FF Roll-and-Go	3+
23	NF Roll-and-Go	3+
23	Crosswind Landings	3
24	Waveoff	3
23	Full-Stop Landing	3+

Emergencies

FAM 4201-03

- **AIRCRAFT FALLOUT**
- **CLEAR ENGINE PROCEDURE**
- **ABORTED TAKEOFF**
- **RWY DEP / LOSS OF DIRECTIONAL CONTROL**
- **SYSTEM FAILURES/ EPs / CRM**
- **BIRD STRIKE/ MIDAIR**
- **RADIO/ ICS FAILURE**
- **LOSS OF NAVAIDS / LOST PLANE**
- **INADVERTENT IMC / LOST SIGHT / LCLS**
- **DISORIENTATION / VERTIGO**
- **HYPOXIA**
- **EJECTION (HIGH / LOW / GROUND)**
- **SAR / ON SCENE COMMANDER**
- **DIVERT(S) / BINGO FUEL TO DIVERT**

STANDARD DEBRIEFING FORMAT

FAM 4201-03

- THE FLIGHT LEAD OR PILOT-IN-COMMAND IS RESPONSIBLE FOR ENSURING ALL FLIGHT OR CREWMEMBERS ARE THOUROUGHLY DEBRIEFED ON THE CONDUCT OF THE MISSION UTILIZING THE "S-P-B-E-MS-LL" FORMAT OUTLINED BELOW.

I. SAFETY
II. PLANNING
III. BRIEF
IV. EXECUTION
V. MISSION SUCCESS
VI. LESSONS LEARNED